



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: AMENDMENT OF FEDERAL AVIATION REGULATION PART 171 (FAR-171) -
COST OF FLIGHT AND GROUND INSPECTIONS

1. **PURPOSE.** Federal Register **Locket** No. 9901, Volume 35, Number 122, Page 10288, dated 24 June 1970, announced the adoption of an amendment to the subject regulation relative to flight and ground inspection costs and the relaxing of dual transmitting and power requirements.

This Advisory Circular will, however, only pertain to those portions of the amendment that address themselves to the **payment** of ground and flight inspection charges prior to the issuance of an approved **IFR** procedure.

2. **BACKGROUND.** FAR-171 currently requires that when a non-federal sponsor **requests** approval of an **IFR** approach procedure based on the use of a particular navigation aid, that he will **be** responsible for payment of FAA flight and ground inspection services provided before the actual approval of the **IFR** procedure.
3. **CRITERIA.** FAR-171, Paragraph 171.5, 171.25 and 171.45, have been amended as follows:

"The owner must bear all costs of meeting the requirements of this section and of any flight or ground inspection made before the facility is commissioned, except that the **FAA** may bear certain of these costs subject to budgetary limitations and policy established by the Administrator. "

The following is an explanation of the foregoing criteria:

The owner must bear all cost of meeting the requirements of this section and of any flight or ground inspection made before the facility is commissioned except that the FAA will bear the costs of **flight** and

ground inspection of the facility if it:

- a. Has previously been **(1)** established that the equipment, **as installed**, is capable of providing performance in accordance with applicable FAA standards for the type of facility and the intended **IFR operational** service volume or **classification, and (2)** approved for use in the National Airspace System;
- b. **Has** a public use **IFR** requirement;
- c. **Is** at **a location** which is not already provided **with** an equivalent level of service through FAA installed facilities;
- d. **Is** at an airport or location open to the public; and
- e. **Is** in the public interest.



C. W. WALKER

Deputy Associate

Administrator for Operations